



21 AUG 1979

MEMORANDUM FOR: Deputy Director for Administration

FROM: James H. McDonald
Director of Logistics

SUBJECT: Federal Employee Parking Facilities

REFERENCE: OMB Circular A-118 dtd 13 Aug 79

1. This memorandum is provided for your information to highlight the key points in the referenced OMB circular governing the new paid-parking policy.

2. A review of the reference shows that the thrust of the OMB paid-parking policy remains the same as in the original draft of 6 April 1979. The intent is to conserve energy, reduce pollution, and reduce traffic congestion by forcing employees into carpools or van pools by charging commercial rates for Government-provided parking spaces. Fees will be charged at 50 percent of the full rate from 1 November 1979 to 30 September 1981. Full rates will be charged thereafter. In cases where the full charge is over \$10.00 but less than \$20.00, a minimum fee of \$10.00 per month will be charged during the initial period. Where the rate is under \$10.00 per month, there will be no charge.

3. The reference has established specific exemptions from parking fees and established responsibilities for each agency. The key points are as follows:

a. Exemptions:

(1) Shift workers are exempt from parking fees. STAT
This exemption will relieve employees assigned to shift work in such areas as the Cable Secretariat, Signal Center, Printing & Photography Division, Courier Service, and other elements such as [redacted] NPIC, etc. Employees working either flex-time or compressed-time (i.e., four-day week) schedules are not included in this exemption.

(2) During the period 1 November 1979 to 30 September 1981, van pools of more than eight persons are exempt from parking fees.

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(3) Two-wheeled vehicles are exempt from parking fees.

(4) Visitors may be exempt from a fee for parking in Government-provided parking spaces. (We believe that this exemption provides for student parking at locations such as Chamber of Commerce Building.)

(5) Handicapped employees who utilize a specially equipped vehicle for commuting are exempt from parking fees.

(6) Where U.S. Government employees share free parking in privately owned facilities, these employees may be exempt from the requirement to pay for parking (i.e. area).

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b. Agency Responsibilities:

(1) Assess charges for parking fees consistent with the referenced circular and GSA regulations.

(2) Collect and credit fees to Agency appropriations charged for parking space and service.

(3) Institute more effective incentives to stimulate carpool and van pool organization.

(4) By 1 October 1979, appoint an employee transportation coordinator at each major location to assist with carpool and van pool organization.

(5) Administer the provisions of the parking program with existing resources, to the maximum extent possible.

(6) By 31 March 1980, report to OMB on the effect of this new policy on employee parking, comparing the status as of 1 October 1979 with 1 January 1980.

4. While we do not have in hand the established parking rates from GSA, the following schedule is derived from the Standard Level User Charge and is believed to be representative of fees to be charged at locations occupied by Agency employees:

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Area	FY-80	FY-81	FY-82 (& On)	
Headquarters	-0-	\$10.00*	\$11.50**	STAT
NPIC	\$18.37	18.37	36.75	
CHB	35.25	35.25	70.50	

While a SLUC rate for parking areas at 2430 "E" Street, N.W., complex has not been established as yet, fees will likely be \$20.00 for the initial period, doubling to \$40.00 after 1 October 1981.

5. While not appropriate for general distribution at this time since the GSA implementation guidelines have not been received, you should be aware that, because of various cover situations, the Agency faces a number of problems in implementing any parking fee program. In some cases, we will be able to clearly administer the program ourselves; in others, we will be forced to follow the organizational policy developed by the cover unit sponsor. This may lead to some inequity. In a similar vein, certain employees under commercial cover could be exempt while their counterparts [redacted] are charged for parking. Here at Headquarters, the roles of Logistics, Finance, and Security, and support from the Federal Protective Agency must be defined in implementing the total program. STAT

[redacted]
James H. McDonald

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*Minimum rate.

**The SLUC rate for Headquarters has been increased significantly by GSA for FY-81 and is currently being appealed by the Agency. If it holds, the parking rate will be \$11.50 for Headquarters.

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